

FILE NO.: Z-7812-B

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NAME: The Islamic Center of Little Rock West Short-form PD-R

LOCATION: Located at 14900 Kanis Road

DEVELOPER:

Islamic Center of Little Rock - ICLR  
3224 Anna Street  
Little Rock, AR 72204

ENGINEER:

ETC Engineers  
1510 South Broadway  
Little Rock, AR 72202

AREA: 6.13 acres

NUMBER OF LOTS: 1

FT. NEW STREET: 0 LF

WARD: 5

PLANNING DISTRICT: 18 – Ellis Mountain

CENSUS TRACT: 42.18

CURRENT ZONING: PD-R - Expired

ALLOWED USES: Attached and detached single-family

PROPOSED ZONING: PD-R

PROPOSED USE: School and associated ancillary activities

VARIANCE/WAIVERS: A variance from the City's Land Alteration Ordinance to allow grading of the entire site with the development of the first phase.

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BACKGROUND:

Ordinance No. 19,334 adopted by the Little Rock Board of Directors on June 21, 2005, rezoned this site from R-2, Single-family to PD-R, Planned Development Residential, to allow the development of a new residential subdivision containing an attached single-family development and townhouse condominium units. The site plan included 14 residential lots and 25 townhouse condominiums. This development did not occur. The PD-R zoning has expired.

Ordinance No. 20,869 adopted by the Little Rock Board of Directors on May 6, 2014, allowed the development of 31 patio home style lots. The average lot size proposed was 5,645 square feet. The developer proposed 5-foot front and side yard setbacks and a 10-foot rear yard setback. The streets would be constructed to City standard in a 45-foot right of way. The streets were proposed as private streets. The development was not proposed with gates but the developer did request the ability to gate the subdivision in the future if the residents desired to place the gates. The development did not occur and the PD-R, Planned Development Residential, zoning has expired.

A. PROPOSAL/REQUEST/APPLICANT'S STATEMENT:

Islamic Center of Little Rock, ICLR, recently purchased the 6.13-acres of property located at 14900 Kanis Road to develop ICLR West Little Rock Campus. The request is a rezoning the site from PD-R, Planned Development Residential, Expired, to PD-R, Planned Development Residential to allow the development of the site with a school and ancillary activities and to obtain approval of the overall Master Plan for the proposed future development of the site.

Phase 1 (2017 – 2018) is proposed with clearing and rough grading of the entire site excluding the buffer areas around the property and construction of an assembly building (area for meetings, admin office, restrooms), sports fields, south driveway entrance, parking lot (26 parking spaces), 275 linear feet of Kanis Road improvements and detention pond.

Phase 2 (2018 – 2020) is proposed with construction of a school building and 500 linear feet of Kanis Road improvements. ICLR's plan is to first construct a building to move the existing elementary school (110 students) located at 3224 Anna Street and expand it to a Middle School (additional 50 – 100 students). The building will have an option to expand to accommodate High School Classes in the unforeseeable future. This phase will also build the 2<sup>nd</sup> driveway (north) and 40 additional parking spaces.

Phase 3 (2020 – 2025) remaining facilities as indicated on the Master Plan will be developed which include a Mosque, Gymnasium, Banquet area, Indoor swimming pool, Administration offices and 90 parking spaces.

The request includes a variance to allow the grading of the entire site with the development of the first phase of the proposed project.

B. EXISTING CONDITIONS:

The site has a scattering of trees and slopes from north to south. Other uses in the area include Baker Elementary School to the south, a gun shop, apartment units and office uses. To the north of the site is the Parkway Place Subdivision a single-family neighborhood. To the east of the site is property currently under development for a single-family subdivision.

C. NEIGHBORHOOD COMMENTS:

All property owners located within 200-feet of the site along with the Kanis Creek Property Owners Association and the Parkway Place Property Owners Association were notified of the public hearing.

D. ENGINEERING COMMENTS:

PUBLIC WORKS CONDITIONS:

1. Kanis Road is classified on the Master Street Plan as a minor arterial. A dedication of right-of-way 45-feet from centerline will be required.
2. With site development, provide the design of street conforming to the Master Street Plan. Construct one-half street improvement to Kanis Road including 5-foot sidewalks with the planned development. The new back of curb should be located 29.5-feet from centerline. An east bound left turn lane should be striped. Additional paving beyond the side property lines maybe needed for lane tapers and lane transitions.
3. All driveways shall be concrete aprons per City Ordinance.
4. A grading permit in accordance with Section 29-186 (c) & (d) will be required prior to any land clearing or grading activities at the site. Other than residential subdivisions, site grading and drainage plans must be submitted and approved prior to the start of construction. Is a variance being requested to advance grade future phases with construction of Phase 1?
5. Provide a Sketch Grading and Drainage Plan per Section 29-186 (e).
6. Stormwater detention ordinance applies to this property. Maintenance of the detention pond and all private drainage improvements is the responsibility of the developer and/or land owner.
7. Show driveway locations on the west side of Kanis Road.
8. Provide a letter prepared by a registered engineer certifying the intersection sight distance at the intersection(s) comply with 2004 AASHTO Green Book standards.
9. If disturbed area is one (1) or more acres, obtain a NPDES stormwater permit from the Arkansas Department of Environmental Quality prior to the start of construction.
10. Street Improvement plans shall include signage and striping. Public Works must approve completed plans prior to construction.
11. Streetlights are required by Section 31-403 of the Little Rock code. Provide plans for approval to Traffic Engineering. Streetlights must be installed prior to platting/certificate of occupancy. Contact Greg Simmons, Traffic Engineering at 501.379.1813 or [gsimmons@littlerock.gov](mailto:gsimmons@littlerock.gov) for more information.

12. Hauling of fill material on or off site over municipal streets and roads requires approval prior to a grading permit being issued. Contact Travis Herbner, Public Works Traffic Engineering at 501. 379.1805 or [therbner@littlerock.gov](mailto:therbner@littlerock.gov) for more information.
13. Submit a Traffic Study which contains a Traffic Control Plan for the proposed project. Study should address trip generation and trip distribution for the development and also should take into account existing and projected traffic growth. The plan should consider the proposed number of students, grades, number of faculty, school times and existing school traffic on Kanis Road.
14. Damage to public and private property due to hauling operations or operation of construction related equipment from a nearby construction site shall be repaired by the responsible party prior to issuance of a certificate of occupancy.

E. UTILITIES AND FIRE DEPARTMENT/COUNTY PLANNING:

Little Rock Water Reclamation Authority: Sewer main extension required with easements if new sewer service is required for this project. Capacity fee analysis required. Little Rock Water Reclamation Authority Review Committee approval is required if pumping out of the basin.

Entergy: Entergy does not object to this proposal. An existing three phase, power line exists on the west side of Kanis Road at this location, but does not appear to be in conflict with the proposed plans. There are a couple of small single phase lines which cross Kanis Road and extend into the property that will likely need to be removed prior to development commencing. Contact Entergy in advance to discuss future service requirements, new facilities locations and adjustments to existing facilities (if any) as this project proceeds.

Centerpoint Energy: No comment received.

AT & T: No comment received.

Central Arkansas Water:

1. All Central Arkansas Water requirements in effect at the time of request for water service must be met.
2. The Little Rock Fire Department needs to evaluate this site to determine whether additional public and/or private fire hydrant(s) will be required. If additional fire hydrant(s) are required, they will be installed at the Developer's expense.
3. Please submit plans for water facilities and/or fire protection system to Central Arkansas Water for review. Plan revisions may be required after additional review. Contact Central Arkansas Water regarding procedures for installation of water facilities and/or fire service. Approval of plans by the Arkansas

Department of Health Engineering Division and the Little Rock Fire Department is required.

4. A Capital Investment Charge based on the size of meter connection(s) will apply to this project in addition to normal charges. This fee will apply to all connections including metered connections off the private fire system.
5. If there are facilities that need to be adjusted and/or relocated, contact Central Arkansas Water. That work would be done at the expense of the developer.
6. The facilities on-site will be private. When meters are planned off private lines, private facilities shall be installed to Central Arkansas Water's materials and construction specifications and installation will be inspected by an engineer, licensed to practice in the State of Arkansas. Execution of a Customer Owned Line Agreement is required.
7. Due to the nature of this facility, installation of an approved reduced pressure zone backflow preventer assembly (RPZA) is required on the domestic water service. This assembly must be installed prior to the first point of use. Central Arkansas Water requires that upon installation of the RPZA, successful tests of the assembly must be completed by a Certified Assembly Tester licensed by the State of Arkansas and approved by Central Arkansas Water. The test results must be sent to Central Arkansas Water's Cross Connection Section within ten days of installation and annually thereafter. Contact the Cross Connection Section at 501.377.1226 if you would like to discuss backflow prevention requirements for this project.

Fire Department:

1. Maintain Access:
2. Fire Hydrants. Maintain fire apparatus access roads at fire hydrant locations as per Appendix D of the 2012 Arkansas Fire Prevention Code Vol. 1 Section D103.1 Access road width with a hydrant. Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet, exclusive of shoulders.
3. Grade. Maintain fire apparatus access roads as per Appendix D of the 2012 Arkansas Fire Prevention Code Vol. 1 Section D103.2 Grade. Fire apparatus access roads shall not exceed 10 percent in grade except as approved by the fire chief.
4. Loading. Maintain fire apparatus access road design as per Appendix D of the 2012 Arkansas Fire Prevention Code Vol. 1 Section D102.1 Access and loading. Facilities, buildings or portions of buildings hereafter constructed shall be accessible to fire department apparatus by way of an approved fire apparatus access road with an asphalt, concrete or other approved driving surface capable of supporting the imposed load of fire apparatus weighing at least 75,000 pounds.

5. Commercial and Industrial Developments – 2 means of access. - Maintain fire apparatus access roads as per Appendix D of the 2012 Arkansas Fire Prevention Code Vol. 1.
  - a. Section D104.1 Buildings exceeding three stories or 30 feet in height. Building or facilities exceeding 30 feet or three stories in height shall have at least two means of fire apparatus access for each structure.
  - b. Section D104.2 Building exceeding 62,000 square feet in area. Buildings or facilities having a gross building area of more than 62,000 square feet shall be provide with two separate and approved fire apparatus access roads.
    - i. Exception: Projects having a gross building area of up to 124,000 square feet that have a single approved fire apparatus access road when all building are equipped throughout with approved automatic sprinkler systems.
  - c. D104.3 Remoteness. Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the lot or area to be served, measured in a straight line between accesses.
6. 30' Tall Buildings - Maintain aerial fire apparatus access roads as per Appendix D of the 2012 Arkansas Fire Prevention Code Vol. 1 Section D105.1 – D105.4
  - a. D105.1 Where Required. Where the vertical distance between the grade plane and the highest roof surface exceed 30', approved aerial fire apparatus access roads shall be provided. For the purposes of this section the highest roof surfaces shall be determined by measurement to the eave of a pitched roof, the intersection of a roof to the exterior wall, or the top of the parapet walls, whichever is greater.
  - b. D105.2 Width. Aerial fire apparatus access roads shall have a minimum unobstructed width of 26', exclusive of shoulders, in the immediate vicinity of the building or portion thereof.
  - c. D105.3 Proximity to building. At least one of the required access routes meeting this condition shall be located within a minimum of 15 feet and a maximum of 30 feet from the building, and shall be positioned parallel to one entire side of the building. The side of the building on which the aerial fire apparatus access road is positioned shall be approved by the fire code official.
  - d. D105.4 Obstructions. Overhead utility and power lines shall not be located over the aerial fire apparatus access road or between the aerial fire apparatus road and the building. Other obstructions shall be permitted to be places with the approval of the fire code official.

7. Dead Ends. Maintain fire apparatus access roads at dead end locations as per Appendix D of the 2012 Arkansas Fire Prevention Code Vol. 1 Section D103.4 Dead Ends. Dead-end fire apparatus access roads in excess of 150 feet shall be provided with width and turnaround provisions in accordance with Table D103.4. Requirements for Dead-end fire apparatus access roads.
8. Gates. Maintain fire apparatus access road gates as per Appendix D of the 2012 Arkansas Fire Prevention Code Vol. 1 Section D103.5 Fire apparatus access road gates. Gates securing the fire apparatus access roads shall comply with all of the following criteria:
  1. Minimum gate width shall be 20 feet.
  2. Gates shall be of swinging or sliding type.
  3. Construction of gates shall be of material that allow manual operation by one person.
  4. Gate components shall be maintained in an operable condition at all times and replaces or repaired when defective.
  5. Electric gates shall be equipped with a means of opening the gate by fire department personnel for emergency access. Emergency opening devices shall be approved by the fire code official.
  6. Manual opening gates shall not be locked with a padlock or chain and padlock unless they are capable of being opened by means of forcible entry tools or when a key box containing the keys to the lock is installed at the gate location.
  7. Locking device specifications shall be submitted for approval by the fire code official
  8. Electric gate operators, where provided, shall be listed in accordance with UL 325.
  9. Gates, intended for automatic operation shall be designed, constructed and installed to comply with requirements of ASTM F 2200.
9. Fire Hydrants. Locate Fire Hydrants as per Appendix C of the 2012 Arkansas Fire Prevention Code. Section C101 – C105, in conjunction with Central Arkansas Water (Jason Lowder 501.377.1245) and the Little Rock Fire Marshal's Office (Capt. Tony Rhodes 501.918.3757 or Capt. John Hogue 501.918.3754). Number and Distribution of Fire Hydrants as per Table C105.1.

Parks and Recreation: No comment received.

County Planning: No comment.

Rock Region Metro: Location is not currently served by METRO, but is in our long range plans. We suggest that the site plan connect the sidewalks from the street

to the front of building for future transit service. METRO would expect to serve a facility of this nature with para-transit serve for students, aged residents and those with disabilities. Any canopies that overhang the drive aisle must be high enough to serve passengers at the entrance to the building as required by ADA. Verify heights with METRO paratransit vehicle documentation.

F. ISSUES/TECHNICAL/DESIGN:

Building Code: Project is subject to full commercial plan review and approval prior to issuance of a building permit. For information on submittal requirements and the review process, contact a commercial plans examiner:

Curtis Richey at 501.371.4724; [crichey@littlerock.gov](mailto:crichey@littlerock.gov) or  
Mark Alderfer at 501.371.4875; [malderfer@littlerock.gov](mailto:malderfer@littlerock.gov).

Planning Division: This request is located in Ellis Mountain Planning District. The Land Use Plan shows Residential Low Density (RL). The Residential Low Density category provides for single family homes at densities not to exceed six (6) units per acre. Such residential development is typically characterized by conventional single family homes, but may include patio or garden homes and cluster homes, provided that the density remain less than six (6) units per acre. The applicant has applied for a revised PDR (Planned Development Residential - Expired) to allow a school as an acceptable use.

Master Street Plan: West of the property is Kanis Road and it is shown as a Minor Arterial on the Master Street Plan. A Minor Arterial provides connections to and through an urban area and their primary function is to provide short distance travel within the urbanized area. Entrances and exits should be limited to minimize negative effects of traffic and pedestrians on Kanis Road. This street may require dedication of right-of-way and may require street improvements for entrances and exits to the site.

Bicycle Plan: There are no bike routes shown in the immediate vicinity.

Landscape:

1. Site plan must comply with the City's landscape and buffer ordinance requirements.
2. Screening requirements will need to be met for the vehicular use areas adjacent to street right-of-ways. Provide screening shrubs with an average linear spacing of not less at three (3) feet within the required landscape area. Provide trees with an average linear spacing of not less than thirty (30) feet.
3. Street buffers will be required at six (6) percent of the average depth of the lot. The minimum dimension shall be one-half ( $\frac{1}{2}$ ) the full width requirement but in no case less than nine (9) feet. The maximum dimension required shall be fifty (50) feet. The average depth of the lot is approximately four hundred and ten (410) feet in depth. A minimum twenty-five (25) foot buffer is required. Street buffer is deficient.

4. A perimeter planting strip is required along any side of a vehicular use area that abuts adjoining property or the right-of-way of any street. This strip shall be at least nine (9) feet wide. One (1) tree and three (3) shrubs or vines shall be planted for every thirty (30) linear feet of perimeter planting strip. A portion of the perimeter planting strip adjacent to Kanis Road is less than nine (9) feet.
5. A land use buffer six (6) percent of the average width / depth of the lot will be required when an adjacent property has a dissimilar use of a more restrictive nature. The properties to the north, south, and east are zoned R-2, Single-family. As a component of all land use buffer requirements, opaque screening, whether a fence or other device, a minimum of six (6) feet in height shall be required upon the property line side of the buffer. A minimum of seventy (70) percent of the land use buffer shall be undisturbed. Easements cannot count toward fulfilling this requirement. The plantings, existing and proposed, shall be provided within the landscape ordinance of the City, Section 15-81.
6. Eight percent (8%) of the vehicular use area must be designated for green space; this green space needs to be evenly distributed throughout the parking area(s). For developments with more than one hundred fifty (150) parking spaces the minimum size of an interior landscape area shall be three hundred (300) square feet. Interior islands must be a minimum of seven and one half (7 ½) feet in width. Trees shall be included in the interior landscape areas at the rate of one (1) tree for every twelve (12) parking spaces.
7. Building landscape areas shall be provided at the rate equivalent to planter strip three (3) feet wide along the vehicular use area. One (1) tree and four (4) shrubs shall be planted in the building landscape areas for each forty (40) linear feet of vehicular use area abutting the building.
8. An automatic irrigation system to water landscaped areas shall be required for developments of one (1) acre or larger.
9. The development of two (2) acres or more requires the landscape plan to be stamped with the seal of a Registered Landscape Architect.
10. The City Beautiful Commission recommends preserving as many existing trees as feasible on this site. Credit toward fulfilling Landscape Ordinance requirements can be given when preserving trees of six (6) inch caliper or larger.

G. SUBDIVISION COMMITTEE COMMENT: (May 17, 2017)

The applicant was present representing the request. Staff presented an overview of the item stating there were additional items necessary to complete the review process. Staff requested the applicant provide the proposed phasing plan and the phasing plan for the street improvements to Kanis Road. Staff also questioned the student capacity of the school, the number of teachers and the days and hours the school would operate.

Public Works comments were addressed. Staff requested the applicant provide a traffic analysis for the proposed school. Staff also stated street improvements to Kanis Road would be required with the new development. Staff stated the City's Stormwater Detention Ordinance would apply to the development of the site. Staff questioned if advanced grading of future phases was being requested.

Landscaping comments were addressed. Staff stated a land use buffer was required along the perimeters which abutted single-family. Staff stated interior landscaping was required within the parking lot and a small amount of building landscaping was also required.

Staff noted the comments from the various other departments and agencies. Staff suggested the applicant contact the departments or agencies directly with any questions or concerns. There were no more issues for discussion. The Committee then forwarded the item to the full Commission for final action.

H. ANALYSIS:

The applicant submitted a revised site plan to staff addressing most of the technical issues associated with the request. The applicant has provided the number of students, the number of teachers and the professional staff. The applicant has also indicated the proposed phasing plan for the school and the street improvements to Kanis Road. The school will operate under the same schedule as the Little Rock School District.

The request is a rezoning the site from PD-R, Planned Development Residential, Expired, to PD-R, Planned Development Residential to allow the development of the site with a school and ancillary activities and to obtain approval of the overall Master Plan for the proposed future development of the site.

Phase 1 (2017 – 2018) is proposed with clearing and rough grading of the entire site excluding the buffer areas around the property and construction of a 4,000 square foot assembly building (area for meetings, admin office, restrooms), sports fields, south driveway entrance, parking lot (26 parking spaces), 275 linear feet of Kanis Road improvements and detention pond.

Phase 2 (2018 – 2020) is proposed with construction of a school building and 500 linear feet of Kanis Road improvements, the remaining improvements required for Kanis Road. ICLR's plan is to first construct a building to move the existing Elementary School (110 students) located at 3224 Anna Street and expand it to a Middle School (additional 50 – 100 students). The building will have an option to expand to accommodate High School Classes in the unforeseeable future. This phase will also build the 2<sup>nd</sup> driveway (north) and 44 additional parking spaces.

Phase 3 (2020 – 2025) remaining facilities as indicated on the Master Plan will be developed which include a Mosque, Gymnasium, Banquet area, Indoor swimming pool, Administration offices and 92 parking spaces. The maximum building height proposed for all structures is 35-feet.

The applicant indicates fourteen (14) classrooms to serve grades Pre-K to 12<sup>th</sup>. There are 10 to 15 students proposed for each grade. Each grade will have two (2) teachers. There will be five (5) administrative staff. Parking for Elementary (grades 1 – 5) one (1) space per classroom plus one (1) space for ever teacher,

employee and administrator on the largest shift. Middle (Grades 6 – 8) one (1) space per classroom plus one (1) space for each teacher, employee and administrator on the largest shift. Parking for a High (grades 9—12), six (6) spaces per classroom plus one (1) space for each teacher, employee and administrator on the largest shift. Stacking space shall be adequate to accommodate private vehicles and school buses for each classification.

Parking for this development would result in 21 parking spaces to serve the elementary grades. The middle school grades would result in nine (9) parking spaces. To serve the high school grades 28 parking spaces would typically be required. 58 parking spaces to serve the grades would typically be required plus five (5) additional spaces to serve the administrative staff (63 parking spaces). With the Phase I and II development the applicant is proposing to construct 70 parking spaces.

The applicant has indicated fencing will be provided to provide screening and within interior areas to fence the sports fields and playground areas. The fencing will not exceed six (6) feet in height around the sites perimeters. The fencing on the sports fields may exceed six (6) feet in height. The height of the sports field fencing will be determined by the play activity taking place on the field.

The applicant has indicated signage will comply with City ordinance. The site is being developed as a PD-R, Planned Development Residential, zoning request. Staff recommends any future signs be a minimum of six (6) feet in height and 64 square feet in area, signage which is consistent with signage typically allowed in office zones. Based on the street frontage the development would typically be allowed multiple sign locations. Staff recommends the development be limited to one (1) sign location.

The applicant has indicated the dumpster will be screened per typical ordinance requirement. This would be a minimum of two (2) feet above the finished height of the trash containment. The applicant also notes the hours of dumpster service will be limited to 7 am to 6 pm Monday through Friday.

The applicant has provided staff with a traffic analysis for the site. Staff is continuing to review the traffic analysis and will provide an update to the Commission at the July 20<sup>th</sup> public hearing.

I. STAFF RECOMMENDATION:

Staff recommendation forthcoming.

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PLANNING COMMISSION ACTION:

(JUNE 8, 2017)

The applicant was not present. There were no registered objectors present. Staff presented the item stating the applicant had submitted a request dated May 24, 2017, requesting deferral of this item to the July 20, 2017, public hearing to allow additional time

to prepare the traffic study requested by Public Works staff. There was no further discussion. The item was placed on the consent agenda and approved as recommended by staff by a vote of 11 ayes, 0 noes and 0 absent.

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PLANNING COMMISSION ACTION:

(JULY 20, 2017)

The applicant was present. There was one (1) registered objector present. Staff presented the item stating the applicant had submitted a traffic study and traffic control plan to staff for review and approval. Staff presented a recommendation of approval of the traffic study and the traffic control plan subject to compliance with the following comments and conditions:

1. Vehicular traffic dropping off or picking up students and/or other guest traffic shall not stop, wait, delay other vehicular movements, block driveways, and/or form vehicular queues at any time on Kanis Road. The Islamic Center is responsible to ensure that queuing is contained within the school property. If queuing routinely occurs within the public right-of-way, the Islamic Center agrees to eliminate such queuing by modifying the Traffic Control Plan to eliminate the queuing including but not limited to the staggering of class times and/or the reduction in student population as required to eliminate such queuing.
2. If it is found that the eastbound traffic on Kanis Road desiring to enter the Islamic Center site and waiting in the left-turn lane on Kanis Road routinely exceeds the turn bay length and blocks eastbound through traffic the Islamic Center agrees to modify their traffic plan and reroute the school traffic to come westbound and make right-turns into the center, rather than block the eastbound through traffic. If problems persist for the free flow of eastbound through traffic the City reserves the right to officially prohibit eastbound left-turns into the Islamic Center site during peak hours.
3. Should problems occur that affect traffic on Kanis Road, the Islamic Center agrees to hire, at no cost to the City of Little Rock, off-duty police officers, as required, to execute the Traffic Control Plan at key, identified locations around the school and adjacent to the school within the public right-of-way.
4. The Islamic Center agrees to have their Traffic Engineer present at the opening day of school and subsequent days as necessary to monitor school traffic and identify any traffic problems/issues or potential traffic problems/issues during times of school pick-up or drop-off. When problems/issues are identified, corrective measures must be taken to address those problems/issues.
5. Prior to modifying the Traffic Control Plan; increasing student enrollment beyond 200 students; varying school times; and/or the institution of any change not in conformance with the Traffic Control Plan, the modifications and reasons for modifications must be submitted in writing to the City of Little Rock Traffic Engineering Department for review and approval.

Staff presented a recommendation of approval of the request subject to compliance with the comments and conditions as outlined in paragraphs D, E and F of the agenda staff report. Staff presented a recommendation of approval of the variance request from the City's Land Alteration Ordinance to allow grading of future phase with the development of the first phase.

Mr. Gary Welchman addressed the Commission in opposition of the request. He stated his concerns were with the funding of the school. He stated he wanted to be a good neighbor. He stated there was a community center and neighborhood park within the Summit Ridge Subdivision. He stated he felt the development was a commercial development and did not belong adjacent to the neighborhood.

Mr. Shawkat Ali addressed the Commission on behalf of the applicant. He stated his firm, ETC Engineering and Architects, were the design professionals working on the site. He stated he could answer the technical questions related to the site plan. He stated the development would fully comply with the City's requirement for buffers and landscaping.

There was a lengthy discussion by the Commission with Mr. Ali, Mr. Ernie Peters of Peters and Associates the Traffic Engineer and Public Works staff concerning the traffic access and circulation plan and the potential for stacking of vehicles onto Kanis Road. Staff stated they did not feel this would be an issue. Staff stated the applicant had agreed to the conditions they generally places on school site related to their access and circulation plan. Staff stated if at any time in the future traffic stacking on Kanis Road became an issue they applicant would be required to modify their circulation plan.

The Commission questioned Baker School traffic and the impact this development would have on the Baker School traffic. It was noted the existing school traffic caused stacking onto Kanis Road. Staff stated based on the driveway alignment there would be few conflicting left turn movements. Mr. Peters stated there were a few residential homes on Baker Lane which would use Baker Lane to enter and leave their home but for the student pick-up and drop-off Baker Lane was one-way. The Commission questioned if the southern drive could be right-in and right-out only. Mr. Peters stated the drive would be out-bound only and there was no need to design the driveway as a right-in right-out driveway.

The Commission questioned the advanced grading request. Mr. Ali stated the site contained approximately six (6) acres and would be reseeded as required by City Ordinance. The Commission questioned if this section of Kanis experienced flooding. Staff stated the area which routinely flooded was Cooper Orbit near the Kanis intersection. Staff stated this section of Kanis did not routinely flood.

The Commission questioned the time frame for widening Kanis Road in this area. Staff stated with this development the applicant would add a lane and one-half. Staff stated the City project did not include this section of Kanis Road. Staff stated at this point this area was not in the next cycle of funding either.

The Commission questioned the traffic counts in this area. Mr. Peters stated the AM peak included 500 east bound cars and 383 west bound cars. He stated the PM peak

included 700 cars in both directions. Staff stated the daily traffic count for the intersection of Kanis and Kirby was 1300 vehicles per day.

The Chair entertained a motion for approval of the item including all staff recommendations and comments including the variance request from the City's Land Alteration Ordinance. The motion carried by a vote of 8 ayes, 1 no and 2 absent.